

**Remarks For Jack Van Steenburg
FMCSA Assistant Administrator and Chief Safety Officer
2015 Roadcheck Kickoff
Spokane, Washington
June 2, 2015**

Introduction

- Thank you for the kind introduction and the opportunity to speak at this **28th Annual International Roadcheck Kickoff**.
- Let me first thank CVSA for your fantastic leadership of this three-day event. In particular, I wish to thank the men sharing the stage with me today:
 - CVSA President Maj. Bill Reese from the neighboring state of Idaho,
 - Capt Mike Dahl of the Washington State Patrol,
 - All the way from Florida, Capt Derek Barrs of the Florida Highway Patrol,
 - And Jeff Bosma, the President of the Washington Trucking Association.
- Finally, I would also like to thank our partners in Canada and Mexico for their dedication to safety and participation in the largest targeted enforcement program on commercial motor vehicles in the world.
- This is a bit of a homecoming for me. Almost 20 years ago, I had the honor of serving as CVSA President during my 27-year career with the New York State Police.

The Scope

- This event involves more than 10,000 state, provincial, local and FMCSA inspectors who will conduct tens of thousands of standard Level 1 inspections throughout North America during the next three days.
- For those of you who may not know, a Level 1 inspection includes examining a commercial driver's credentials, their license, medical card and on-duty and driving log book.
- There is also a vehicle component. The inspector will check to see that all lights and turn signals are working properly. They will check tires, brakes, brake lines – from front to rear.
- If they discover anything that poses an imminent hazard to safety, they will place that driver, or that vehicle, or both – immediately Out-of-Service, which means they will not be allowed to continue until the serious safety matter is corrected.
- I thank each of those inspectors for the work they do not only in the next 72 hours, but all 365 days per year.

CVSA's Crucial Role

- As FMCSA's Associate Administrator and Chief Safety Officer, I know how much we depend on our law enforcement partners.
- For the 1100 FMCSA employees located across the U.S. and with a responsibility to oversee the safety operations of a half million truck and bus

carriers employing more than 5 million drivers, we cannot do our jobs without CVSA's partnership.

Cargo Securement and Two Examples of Crashes

- This year's International Roadcheck emphasizes cargo securement; people here in Washington State have seen the tragic consequences when critical safety regulations concerning how cargo loads are secured to the truck are not followed.
- **Example #1:** They remember well the fatal crash almost 10 years ago when two seismologists studying earthquakes and their relation to predicting volcanoes were killed in Western Washington when a local logging truck lost its load – and tons of logs came crashing down on the roadway.
- **Example #2:** And recently in New Brunswick, Canada, a large truck cab was sheared off when a heavy load of paper pulp slid through the front wall of the van trailer. Fortunately, the driver walked away with minor injuries.
 - FMCSA is especially concerned about the transport of cargo in van trailers.
 - Carriers are shipping cargo that used to be hauled on flatbeds (i.e. tractors, forklifts, etc.) have now shifted to van trailers to take advantage of lower freight rates.
 - The message is that even if cargo is out of sight inside a van trailer, it still must be secured properly.

Four-Wheelers Sharing the Road

- Every trucking company and truck driver must always keep in mind their high-stakes responsibilities in operating a large commercial vehicle on our highways and roads and streets.
- I want to take this opportunity as well to speak to all the OTHER drivers out there who are sharing the same road space. Each of us has a responsibility as well to drive safely in the vicinity of large trucks and buses.
- Always allow extra room for trucks and buses to maneuver and stay out of what we call the “No Zone” which are blind spots along the sides and rear where the truck driver cannot see your vehicle.
- Everyone sharing the road deserves to reach their destination safely. If every driver is courteous and focused 100 percent on safety, we can take a step in reducing needless crashes, injuries and worse.

Conclusion

- At the end of the day, we want you and everyone who shares the road with you to get home safely. Lives and livelihoods depend on it.
- Thank you.

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